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A PROUD DAY FOR CORNELL.

SHE WINS ALL THREE RACES.
HER TIME IN THE UNIVERSITY RACE, 17 MINUTES,
1 1/2 SECONDS, WITH HARVARD SECOND, COLUMBIA
THIRD—THE CREWS COME HOME IN THE
FRESHMAN RACE IN THE SAME ORDER.

The Intercollegiate regatta at Saratoga Lake yesterday resulted in a victory in every one of the three races for the students of Cornell University. The University race was the first of the day. It was delayed 20 minutes by the breaking of a ruder on Columbia's boat. Cornell led slightly from the start. The crews crossed the finish line in the following order and time: Cornell, 17 min. 1 1/2 sec.; Harvard, 17 min. 5 3/4 sec.; Columbia, 17 min. 18 1/4 sec.; Union, 17 min. 27 1/2 sec.; Wesleyan, 17 min. 58 1/2 sec.; Princeton, 18 min. 10 1/4 sec. Four men took part in the single-scutt race—namely, Francis of Cornell, Danforth of Harvard, Parney of Princeton, and Weeks of Columbia. It was an exciting race, the time of Francis being 13 minutes 42 3/4 seconds. The freshman race was contested by crews from Cornell, Harvard, and Columbia. Their time was: Cornell, 17 minutes 23 1/2 seconds; Harvard, 17 minutes 38 seconds; Columbia not taken.

GATHERING AT THE LAKE.

[FROM A SPECIAL CORRESPONDENT OF THE TRIBUNE.]
SARATOGA, N. Y., July 19.—The great regatta is over, much to the regret of the Saratogians. The day opened hot and sultry; the oppressive stillness disproved the prediction of further postponement. As Mr. Blake had announced the University race for 10 o'clock, the row was well filled with carriages before that hour, and thanks to the use of the watering-cart, the ride was without dust. The nondescript character of vehicles the two last years was not so apparent to-day. In fact the college element, which delights to patronize Farmer Jones's hay wagon, because "lots of fellows can go," and all for 50 cents, was not in very full force. Old Jones had to go home yesterday. But the dog cart and T cart, the wagonette and chaise were in full force, and Mr. Kane only was needed with his English coach and post-horns to have given this approach to the lake the appearance of an aquatic "Derby." There were colors enough; they were of all kinds, but the blue and white of Columbia prevailed to an overpowering degree—"it suits the complexion so."

Notwithstanding the postponement of the Freshman and single-scutt races yesterday, the people—many of whom were without doubt seriously inconvenienced by the delay—were there cheerfully. The weather was unpropitious, was, they well knew, no fault either of the townspeople or the Regatta Committee, and consequently neither carping nor cynical sneers were heard. At least if there were any such, I failed to hear them. Nevertheless, from an early hour this morning, the news from the lake was looked for with the greatest interest, and when the announcement came over the wires at about 9 o'clock that all three races would surely be rowed, the effect was to attract a goodly crowd to the lake. On their arrival they found that Harms had not again proved fickle. The lake was certainly all that could be wished for. Save an occasional ripple, the water, so far as could be seen by the naked eye, was as smooth as glass, while the foliage along the banks was reflected at the water's edge, giving it the appearance of being fringed with emeralds.

Nor was the crowd on the Grand Stand less picturesque. The fair sex, of whom there was a large proportion interspersed among the throng and wearing the different colors of the several college crews, added not a little to the liveliness of the scene. Next to the Grand Stand and the highest seats of the Grand Stand and crane their necks over to see the victorious crew, and there is much rivalry of silks and waving of parasols. The crowd of men on the lower seats rush up and down the shore tumultuously. The college mates of the victors rush into the water and pull them out of the boats, hoist them on their shoulders, and yell. Men in flat skiffs row round excitedly in front of the Grand Stand, and the referee's boat, with the press boat buzzing after it, comes up to the signal station, while the referee announces the official time in the great race. This meeting the old, familiar scenes were reproduced, but rather feebly and on a small scale, as if seen through the small end of a telescope; and a new and not encouraging feature was introduced in the shape of a large proportion of the not over-large crowd leaving for town without waiting to see the other races. The ceremonies mentioned having been gone through with, the steamers buzzed away to the start for the single-scutt race.

At 10 the ladies' stand was well filled, and beyond in the students' quarter there was quite a gathering. Columbia, confident in a large body of supporters, opened the excitement with a cheer, which was quickly answered by Cornell with her yell, "Ivory-bell"—well it is a peculiar cheer, to say the least. Union was well represented by a large and enthusiastic body of students, whose appearance and general manner spoke exceedingly well for the morale of the institution. Here and there a Harvard man could be seen, but Springfield had done its work, and the places here that know the Harvards will know them no longer. The Princetonians are evidently ladies' men, for the great body of them were in the ladies' stand. So we were not treated to the "fi-boom-ah." Perhaps their hopes were not up to the pitch of rocket-firing while in such danger of the returning reef.

On the judges' platform several herons of former aquatic battles were stationed. Robert Cornell of Columbia's famous crew, and Capt. Waterman of the Argonauts being conspicuous among them. The Wesleyans, hesitating between "red, white, and blue" and "laverdier" as their colors, found attraction near the entrance, where Mr. Lyon of the Atlanta, formerly one of their pet oarsmen, was superintending the ticket department. Around Regatta Point a large fleet of boats had gathered. Singles, pairs, fours, punts, and craft of all description added to the scene, and afforded amusement in their attempts to avoid collisions.

UNIVERSITY RACE.
The university race was pretty well contested, but may be described very briefly, being totally devoid of any extraordinary incident. The start was delayed by an accident to Columbia's crew. When the referee's boat arrived on the ground, Columbia came up to 20 minutes were given her to fix it. As soon as the damage had been repaired and the boat was in the water the gun was fired, and one by one the crews came out—Cornell first, then Columbia, then Harvard, then Wesleyan, and Union last. The crews were signaled as usual. "Are you ready? Go." A capstan was then fired to apprise the people on the Grand Stand of the start. The cannon, like everything else about the regatta this year, though it cost a great deal of money, was totally unfit for use, as it could not be heard at the Grand Stand; but the boats were heard and the cannon was fired just as it could be heard, and away they went. Cornell pulling to the lead and almost on the first stroke, pulling 38 strokes to the minute. Union made the slowest start, with 34 strokes to the minute. Harvard, Columbia, and Wesleyan went together side by side 20 strokes; but Harvard quickly shook the connection men off and dashed after Cornell, leaving Columbia a few feet, and keeping the crew "on the jump," as one of them expressed it. From that time Princeton got a lead. Princeton had a lead and clung to it as the drowning man clings to a straw, for the veracious historian, be his predictions what they may, must recall the fact that Princeton has been last for the two years previous to this race, and the boys no doubt in that

mile of struggle saw the same unpleasant position close upon them again. The Wesleyan, on the other hand, felt that the eyes of Middletown were on them and did their best. The bow in the Connecticut boat apparently was a little excited, for the steering was from good, and the crew carried away two flags in their mad career. Moreover the Princeton men pulled in good form as they have done in practice, steadily and prettily, but somehow they did not manifest desirable power. At the mile point the two were neck and neck. The race was at its climax. Cornell was pulling in splendid shape at the van, steady as a machine, with the appearance of unlimited strength for an emergency. Columbia was lapping Harvard, but Harvard's nose was almost on a line with the Cornell men's rudder, keeping them "on the jump," and rowing better than anybody had ever seen the Harvards row before or supposed they could row. The trouble with their boats had been quietly surmounted, and they rowed like a strong, powerful crew, as they are, pulling a quick stroke of 38 to the minute, spurring to 40. They were pushing Cornell without doubt; and there is always something to be feared in an unknown crew like this. Very frequently was heard in stentorian tones the favorite cry of the Cornell captain, "Hit her up, boys!" whereat they would "hit her up" with a vengeance, and leave Harvard a little every time. Columbia was still close up at the mile, but at that point had a surprising attack of bad steering, which gave Harvard an advantage not to be lost again, and made it a matter of pleasing uncertainty whether or not Union would not yet take that third position which the zealous landlord of their lake-side quarters so confidently believed was to be their portion.

From the mile and a quarter the positions of the six crews remained the same, and they paddled up the lake with every man doing all he could to hold his own. Cornell at the two miles had lengthened his lead to two or three lengths, and Harvard, Columbia, and Union were almost in a row. The rear guard was composed of Wesleyan and Princeton close together, the former slowly increasing her lead inch by inch. Harvard had a great deal to do to win, and at the two and a half mile she made a push for it that commanded the admiration of all who saw it. As the crew neared the Grand Stand they fouled a flag, and for a moment looked ragged; but they straightened up in a couple of seconds, the stroke quickened from 38 to 40, all the men put on a few extra pounds of muscular effort, and the boat slid up to Cornell. The bow of Harvard and rudder of Cornell for a moment were almost together. It looked like going by, and friend and foe alike shouted applause to Harvard's gallant burst; but the gruff tones sounded over the water, "Hit her up, boys!" Six oar-bellies, suggestive of a hard day's boating, bent over their oars, and Harvard seemed for a moment to stand still. A gap opened; widened to 10 feet, 20 feet, with everybody rearing together on the Grand Stand overhead. A length more yet, and the Cornell men are over the line, with a length and a half lead on Harvard. Columbia was four lengths further back; then Union, with two lengths and the captain fainting; then Wesleyan, and then Princeton, somehow or other last in the line once more.

Cornell's veterans win again, but Harvard and Union, the green crews, fairly divide the honors with the victor; and there was many a man about who would have hurled for the two crews with a will if somebody would only have started him. I heard one unprincipled old gentleman in a paroxysm of sympathy inveighing against mature men like the Cornell crew pulling against boys of 19, which in Harvard's average. The race over, the steamers puff up to the Grand Stand and the official time is announced as follows: Cornell, 17 minutes and 1 1/2 seconds; Harvard, 17 minutes and 5 3/4 seconds; Columbia, 17 minutes and 18 1/4 seconds; Union, 17 minutes and 27 1/2 seconds; Wesleyan, 17 minutes and 58 1/2 seconds; Princeton, 18 minutes and 10 1/4 seconds.

After the University race there is always a grand commotion. The ladies stand upon the highest seats of the Grand Stand and crane their necks over to see the victorious crew, and there is much rivalry of silks and waving of parasols. The crowd of men on the lower seats rush up and down the shore tumultuously. The college mates of the victors rush into the water and pull them out of the boats, hoist them on their shoulders, and yell. Men in flat skiffs row round excitedly in front of the Grand Stand, and the referee's boat, with the press boat buzzing after it, comes up to the signal station, while the referee announces the official time in the great race. This meeting the old, familiar scenes were reproduced, but rather feebly and on a small scale, as if seen through the small end of a telescope; and a new and not encouraging feature was introduced in the shape of a large proportion of the not over-large crowd leaving for town without waiting to see the other races. The ceremonies mentioned having been gone through with, the steamers buzzed away to the start for the single-scutt race.

AT THE FINISH.
The growing intensity of feeling on the part of spectators of a grand race, like that of the University crews here this year, is always felt the most fully at the finish. This year was like all others in this respect. There was first the dullness of waiting, the aroused attention due to the start, the excitement caused by the boats coming in sight, and the unlimited enthusiasm at the close. This year the University race was preceded by the usual delay, caused this time by the ruder of Columbia's boat giving out just as the crew had pulled into line at the start. The boat had to return to shore for repairs. Such was the general kindly feeling among the spectators, however, that, so far from grumbling, the immense concourse of people bore the delay with the most perfect good humor. Indeed, general hilarity reigned supreme.

At length, at 10:20, a gun booming far up the lake suddenly arrested the attention of all. It was the warning to get ready. The signal station was therefore closely watched for the flag that was to be hoisted for the start. Shortly after half past ten it was announced from the signal stand that the six university crews had started. Every eye was strained to catch, if possible, the position of the boats. At first it was impossible to distinguish which crew was leading. They were well separated and came down the course in the regular position assigned to them at the start, namely, (beginning from the west) Harvard, Wesleyan, Cornell, Columbia, Union, and Princeton. As they came nearer and within range of the glass they presented a fine sight. The crews were rowing very neatly with no splashing, and looked like spiders on the surface of a smooth lake. Harvard was conspicuous on the one side by its quick motion, and Union on the other by the reflection from their garnet handkerchiefs, which made them appear high out of water. In the center Cornell and Columbia were struggling for the mastery, and Wesleyan and Princeton, already in the rear, were fighting it out for "rear guard."

When the first signal was run up, showing Cornell leading, the Columbia crew second, and the Union third, the partisans of the latter were much elated, and in a quiet way seemed to hope for even a better report later down the course. The value of a position near the west shore, which has proved so useful in the past, was apparent as Harvard drew near the front. Successively, Williams in '74, Cornell in '75, and now Harvard in '76, have done well in this position. Perhaps the "Spirit of the Kaya deraseras" has something to do with this; and he certainly could not have done anything more popular with the spectators, as the applause and surprise following the announcement that Harvard was second, following Cornell, testified.

When the buoys marking the last half mile were

reached the scene was intensely exciting, for now the spectators at the finish could take in every movement of the crews with the naked eye. As the bodies of the crews bent and recovered, and the oars flashed in the sun with the regularity of clock-work, at each stroke coming nearer and nearer, the long pent-up feelings of the crowds could no longer be restrained. Encouraging shouts and loud hurrahs rang out from the partisans of the different crews, until nothing could be distinguished of the several war cries except an deafening roar. Soon the red caps of the Cornellians could be plainly discerned leading the van; the magenta of Harvard next, and third the blue and white of Columbia. It was now no longer a question as to who was the coming victor, even while the leading two crews seemed yet comparatively quite a distance from the finish. On came the gallant Cornellians, and before the spectators could realize the fact, they had passed the line with the swiftness of a meteor, one length and a half ahead of Harvard, and the race was won. To describe the enthusiasm, not only of the immediate friends of the winners, but of the entire multitude, would be a vain task. All seemed determined to vie in doing the winners honor. Some in their excitement rushed into the water waist high, and while yet the Cornell shell was several feet from the shore, pulled it in, and lifting the occupants out of their seats, mounted them upon their shoulders, and bore them in triumph along the foot of the Grand Stand.

SINGLE SCUTT RACE.

There was no delay in starting the single scutt race. Weeks, Parney, Danforth, and Francis were promptly on hand. In a few minutes the abortive little cannon on the Lady of the Lake, which cannot be heard a mile, banged to announce the start. The four boats all went away together without much difficulty at the word. Some points of style were at once conspicuous. Weeks rowed a very slow stroke, unreasonably as to most eyes, he being a very small man. Mr. Parney made a fine appearance, getting in a good scotch back movement, in contrast to Danforth, who moved round-shouldered and double-bent. In style of getting forward, and in the most important point of length of reach, Francis had evidently the advantage. Francis took a slight lead at once, with Parney next and close, and Danforth and Weeks a little back. The first half mile was accomplished in 11 minutes 9 seconds by Francis, with the others following, Francis having about a length the lead of Parney, who was about the same distance ahead of Danforth and Weeks, who were not far from even.

This order had not materially changed at the mile point, which was made in 6 minutes 38 seconds, but after passing this point, Francis let himself out a little, and Danforth put on a spurt which changed the face of the race, and gave it the form which it held to the finish. Francis pulled away easily from the field; and Danforth, first leaving Weeks, collared Parney, who made a good fight, but was finally passed in spite of soul-searing hurrahs from a host of Orange and Black men on the press boat. He kept away from Weeks, however. As Francis continued to strengthen his lead, the line began to spread out longer and longer. Weeks getting pretty close to Parney, and the other two gradually drawing away from them. Francis slowly leaving Danforth. Francis appeared to have the race in hand, and to govern himself by the others, and did not seem to be doing his utmost except when some of the others tried to spurt up to him. The two mile point was passed by the leading boat in 10 minutes 10 seconds. As they all entered on the last half mile, the Harvard University six, which had come down from the Grand Stand, lay in wait to cheer them on. Danforth responded to their "Hats" with a good spurt, and made his best gain on Francis at this point. A crowd of Columbia fellows had collected at the lower end of the Grand Stand, and there at once set up a continuous yell of "C-O-L-U-M-B-I-A," and the rest of it, at which little Weeks made a bold push, and started to go by Parney on the last stretch; but the Princeton man stuck to it, and Weeks, catching a crab, went over the finish last.

The winner passed over the line in the first-rate time of 13 min. 42 3/4 sec. Harvard's man came in second in 13 min. 56 sec. Princeton was third, in 14 min. 21 sec. Columbia fourth, in 14 min. 23 1/2 sec. Mr. Parney, who came in in first-class condition, was, from sitting in his boat too long, a little affected by the sun, which caused a runner, in the condition, feeling really, as he expressed it, to "pull a mile further or more."

There was the same craning of necks by the ladies; more bustle along shore by the men; more yells from the not over numerous Cornell men; more shouting from the "forces" boats, and convulsive cries from the referee; more purposeless paddling about by the men in skiffs; champagne fizzing on the private boats, and soda water on shore, for the sun was now hot; and then away we all went to the start for the freshman race. The Lady of the Lake left with the referee, Wm. M. Evans, and E. M. Stoughton. Mr. Dwight Sanford followed with the Luna, and a large party of ladies and gentlemen from New-York on board. Then came the whole line of steamers, seven or eight in all, a little family party bringing up the rear on a steamship not bigger than an ordinary canoe.

FRESHMAN RACE.

It was 12 o'clock before the Freshman race was started, but as the crews were all on hand and ready, there was scarcely any delay over preliminaries. The boats lay at the starting posts in the following order: Harvard on the west, Cornell in the middle, and Columbia on the east. They were started like the others, by the words, "Are you ready? Go!" succeeded by a gun to announce the start to the Grand Stand. The first start was a false one, Cornell getting away ten strokes or so before the Harvards were ready. The start was finally made was tolerably even, Harvard having a trifling advantage, due to the spurt which she put on at the very word "Go," starting off at the quick stroke of 40 to the minute, slowing down soon afterward, however, to 38. Columbia began at 36, and Cornell started out deliberately with 32, which seemed a crawling movement beside the dash of Harvard. Cornell very soon took a lead nevertheless, though a slight one, and the race looked somewhat like Columbia on the east soon came to grief. Just what happened does not appear. A crab was caught, and a man nearly fell over it, it is said. Something, however, produced a panic in the mind of the bow-oar, who began steering all over the course. First she broke out into the lane of Union College, then turning at a sharp angle she headed in again, but soon took a twist very much as if the men on the port side were pulling the starboard side around, and she was off again outside the line. Several buoys were run down in this heading career, and the result was that when the boat did get headed up the lake she was some distance behind Harvard.

Cornell made her mile in 5:30, Harvard not much over a length behind. At this point, as I have said, it looked as if it might be a well-contested race. Harvard was pulling a strong stroke, putting in her best in every stroke, and the gap had not become so long that it could not have been closed up. After that the mile, however, the style and power of the Cornell crew began to tell. They began to draw away in the characteristic Cornell manner, which is becoming only too familiar, pulling about 34 to the minute, going forward carefully, dropping the oars altogether, and going back like one man, with a jerk which shot the boat at every stroke. Cornell made the mile and a half in 8:28. Harvard was then four lengths behind, and rapidly falling back. "Ten to one that Cornell wins the race," was offered on the steamer.

See Fifth Page.

WASHINGTON.

CONGRESSIONAL CAMPAIGN WORK.
"THE RECORD" USED AS A MEANS OF CIRCULATING
POLITICAL SPEECHES—A REASON FOR NOT AD-
JOURNING.

BY TELEGRAPH TO THE TRIBUNE.
WASHINGTON, July 19.—An examination of the Congressional Record, in which are published the debates of Congress, may explain in some degree the apparent willingness of so many members of both Houses of Congress to remain in Washington during the exceedingly hot weather of this summer. They are actually doing their Presidential campaign work. Under an act passed something more than a year ago, *The Congressional Record* is the only public document which passes through the mails without the payment of postage. This law enables members of Congress to frank their speeches to their constituents as formerly, and it is a noticeable fact that during the past few weeks numerous R-representatives on both sides of the House have obtained leave to print speeches which were not delivered, but which, when they appeared in *The Record*, have been found to be simply campaign documents, such as the committees of each party are in the habit of flooding the country with during a Presidential canvass. In other words, the abolition of the franking privilege has made it necessary for the politicians of both parties to get their campaign documents into *The Congressional Record* in order to escape the necessity of paying postage on them.

ANOTHER IMPEACHMENT CASE.

SECRETARY ROBEKSON UNDER CONSIDERATION—A
COMMITTEE REPORT THAT WILL ADVISE AN EX-
AMINATION OF LAW CONCERNING THE SUBJECT.

WASHINGTON, July 19.—A report was circulated at the Capitol to-day that the House Committee appointed to investigate the doings of the real estate plot of this city and other kindred subjects proposed to report to-day or to-morrow articles of impeachment against Secretary Robekson, accusing him of high crimes and misdemeanors. This report caused considerable excitement, and on careful inquiry it was learned that such a course had been taken, though not agreed to, by the Committee. It may be remembered that after the failure of Jay Cooke & Co. in September, 1873, Secretary Robekson was charged with the London house of Jay Cooke, McMillan & Co. nearly \$1,000,000 of Navy Department funds, taking editorial security therefor, including a mortgage on a quantity of railroad iron intended for the Northern Pacific road.

Secretary Robekson has always defended this deposit on the ground that it was necessary to save the credit of the London house, and thus prevent the Government from losing other funds already in its hands. He has also asserted that he succeeded and that he actually saved the Government from heavy losses. The explanation has not appeared in the Congressional Record, and the question whether the Secretary by his acts in this matter has made himself liable to impeachment. It is now understood that although the Committee has held no meeting to formally decide upon the matter, it will probably report the evidence which it has taken to the House and request that it be referred to the Judiciary Committee, with instructions for that Committee to examine the law and determine whether Secretary Robekson's alleged offense is an impeachable one or not. If that Committee should decide in the affirmative, the question whether the Secretary by his acts in this matter has made himself liable to impeachment. It is now understood that although the Committee has held no meeting to formally decide upon the matter, it will probably report the evidence which it has taken to the House and request that it be referred to the Judiciary Committee, with instructions for that Committee to examine the law and determine whether Secretary Robekson's alleged offense is an impeachable one or not. If that Committee should decide in the affirmative, the question whether the Secretary by his acts in this matter has made himself liable to impeachment.

LITTLE HOPE FROM THE DEAD LOCK.
NO SPECIAL ENCOURAGEMENT FROM THE PASSAGE
OF THE ARMY BILL, AND AN AGREEMENT ON THE
SUNDAY BILL.

BY TELEGRAPH TO THE TRIBUNE.

WASHINGTON, July 19.—Although the Army Appropriation bill passed both Houses to-day, and the Sunday Civil Appropriation bill was agreed to by the Senate, and will no doubt be passed by the House to-morrow, no substantial progress toward a solution of the dead lock between the two Houses has been made. The conference reports on both of these bills were the work of last week. The Committee which had in charge the Army bill and decided to recede from the demand of the House, that the strength and pay of the army should be reduced, and that which had been in charge of the Sunday Civil bill had agreed to recede from the demand of the Senate, that the United States should be reduced to a regular army and militia, and had really concluded to yield that point, although the Democrats insisted about taking the responsibility of it before they received instructions from the caucus. The Legislative bill remains substantially in the same position which it occupied a week ago. The Indian bill, with its proposed transfer of the Indian Bureau to the War Department, is still not agreed to, and the General and Diplomatic bill, as well as that providing for the support of the Military Academy, are apparently making no progress.

IMPEACHMENT AND ADJOURNMENT.

BY TELEGRAPH TO THE TRIBUNE.

WASHINGTON, July 19.—In the Senate to-day testimony in the impeachment case was closed, but the case is by no means disposed of. Arguments which will probably occupy the remainder of the week are now to be made by the Managers and by Gen. Belknap's counsel, after which the Senate is likely to indulge in a long discussion before deciding upon its verdict. It is now the principal ostensible cause for adjournment, and this remark is as true to-day as it has been for several weeks past. The duty of reporting the final action of the Committee on ways and means, by which the Committee will report such resolution until the impeachment trial is disposed of, neither House has the incentive of a limitation of its time to cause it to hurry up with its work on the Appropriation bills. Persons who have had long experience in watching the business of Congress have believed that an adjournment would take place early next week, or about the 1st of August. Should the impeachment trial still occupy as much time as now seems probable, Congress may yet be in session a week or two later than that date.

WASHINGTON NOTES.

WASHINGTON, Wednesday, July 19, 1876.
Postmaster-General Tynor is issued a circular to postmasters stating that Congress, having reduced the appropriation asked for, for the free delivery of mail, for the fiscal year ending June 30, 1877, viz., \$2,100,000 to \$1,900,000, the Postmaster-General is constrained, in order to keep within the appropriation as required by law, to reduce the pay of letter-carriers at the several post offices, and it is, therefore, ordered that the first of the pay of carriers at the office of the first class who are now receiving \$700, \$800 and \$900 a year be reduced to \$600, \$700 and \$800 a year; that the pay of carriers at offices of the second class who are now receiving \$600, \$700 and \$800 a year be reduced at the rate of \$25 a year each. Second, that carriers be hereafter appointed at offices of the first class at and not to exceed \$675 a year. Third, that the pay of carriers at offices of the second class be reduced to \$575 a year. Fourth, that the pay of carriers at offices of the third class be reduced to \$525 a year. Fifth, that the pay of carriers at offices of the fourth class be reduced to \$475 a year. Sixth, that the pay of carriers at offices of the fifth class be reduced to \$425 a year. Seventh, that the pay of carriers at offices of the sixth class be reduced to \$375 a year. Eighth, that the pay of carriers at offices of the seventh class be reduced to \$325 a year. Ninth, that the pay of carriers at offices of the eighth class be reduced to \$275 a year. Tenth, that the pay of carriers at offices of the ninth class be reduced to \$225 a year. Eleventh, that the pay of carriers at offices of the tenth class be reduced to \$175 a year. Twelfth, that the pay of carriers at offices of the eleventh class be reduced to \$125 a year. Thirteenth, that the pay of carriers at offices of the twelfth class be reduced to \$75 a year. Fourteenth, that the pay of carriers at offices of the thirteenth class be reduced to \$25 a year. Fifteenth, that the pay of carriers at offices of the fourteenth class be reduced to \$25 a year. Sixteenth, that the pay of carriers at offices of the fifteenth class be reduced to \$25 a year. Seventeenth, that the pay of carriers at offices of the sixteenth class be reduced to \$25 a year. Eighteenth, that the pay of carriers at offices of the seventeenth class be reduced to \$25 a year. Nineteenth, that the pay of carriers at offices of the eighteenth class be reduced to \$25 a year. Twentieth, that the pay of carriers at offices of the nineteenth class be reduced to \$25 a year. Twenty-first, that the pay of carriers at offices of the twentieth class be reduced to \$25 a year. Twenty-second, that the pay of carriers at offices of the twenty-first class be reduced to \$25 a year. Twenty-third, that the pay of carriers at offices of the twenty-second class be reduced to \$25 a year. Twenty-fourth, that the pay of carriers at offices of the twenty-third class be reduced to \$25 a year. Twenty-fifth, that the pay of carriers at offices of the twenty-fourth class be reduced to \$25 a year. Twenty-sixth, that the pay of carriers at offices of the twenty-fifth class be reduced to \$25 a year. Twenty-seventh, that the pay of carriers at offices of the twenty-sixth class be reduced to \$25 a year. Twenty-eighth, that the pay of carriers at offices of the twenty-seventh class be reduced to \$25 a year. Twenty-ninth, that the pay of carriers at offices of the twenty-eighth class be reduced to \$25 a year. Thirtieth, that the pay of carriers at offices of the twenty-ninth class be reduced to \$25 a year. Thirty-first, that the pay of carriers at offices of the thirtieth class be reduced to \$25 a year. Thirty-second, that the pay of carriers at offices of the thirty-first class be reduced to \$25 a year. Thirty-third, that the pay of carriers at offices of the thirty-second class be reduced to \$25 a year. Thirty-fourth, that the pay of carriers at offices of the thirty-third class be reduced to \$25 a year. Thirty-fifth, that the pay of carriers at offices of the thirty-fourth class be reduced to \$25 a year. Thirty-sixth, that the pay of carriers at offices of the thirty-fifth class be reduced to \$25 a year. Thirty-seventh, that the pay of carriers at offices of the thirty-sixth class be reduced to \$25 a year. Thirty-eighth, that the pay of carriers at offices of the thirty-seventh class be reduced to \$25 a year. Thirty-ninth, that the pay of carriers at offices of the thirty-eighth class be reduced to \$25 a year. Fortieth, that the pay of carriers at offices of the thirty-ninth class be reduced to \$25 a year. Forty-first, that the pay of carriers at offices of the fortieth class be reduced to \$25 a year. Forty-second, that the pay of carriers at offices of the forty-first class be reduced to \$25 a year. Forty-third, that the pay of carriers at offices of the forty-second class be reduced to \$25 a year. Forty-fourth, that the pay of carriers at offices of the forty-third class be reduced to \$25 a year. Forty-fifth, that the pay of carriers at offices of the forty-fourth class be reduced to \$25 a year. Forty-sixth, that the pay of carriers at offices of the forty-fifth class be reduced to \$25 a year. Forty-seventh, that the pay of carriers at offices of the forty-sixth class be reduced to \$25 a year. Forty-eighth, that the pay of carriers at offices of the forty-seventh class be reduced to \$25 a year. Forty-ninth, that the pay of carriers at offices of the forty-eighth class be reduced to \$25 a year. Fiftieth, that the pay of carriers at offices of the forty-ninth class be reduced to \$25 a year. Fifty-first, that the pay of carriers at offices of the fiftieth class be reduced to \$25 a year. Fifty-second, that the pay of carriers at offices of the fifty-first class be reduced to \$25 a year. Fifty-third, that the pay of carriers at offices of the fifty-second class be reduced to \$25 a year. Fifty-fourth, that the pay of carriers at offices of the fifty-third class be reduced to \$25 a year. Fifty-fifth, that the pay of carriers at offices of the fifty-fourth class be reduced to \$25 a year. Fifty-sixth, that the pay of carriers at offices of the fifty-fifth class be reduced to \$25 a year. Fifty-seventh, that the pay of carriers at offices of the fifty-sixth class be reduced to \$25 a year. Fifty-eighth, that the pay of carriers at offices of the fifty-seventh class be reduced to \$25 a year. Fifty-ninth, that the pay of carriers at offices of the fifty-eighth class be reduced to \$25 a year. 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Ninety-sixth, that the pay of carriers at offices of the ninety-fifth class be reduced to \$25 a year. Ninety-seventh, that the pay of carriers at offices of the ninety-sixth class be reduced to \$25 a year. Ninety-eighth, that the pay of carriers at offices of the ninety-seventh class be reduced to \$25 a year. Ninety-ninth, that the pay of carriers at offices of the ninety-eighth class be reduced to \$25 a year. One hundredth, that the pay of carriers at offices of the ninety-ninth class be reduced to \$25 a year. One hundred and first, that the pay of carriers at offices of the one hundred and first class be reduced to \$25 a year. One hundred and second, that the pay of carriers at offices of the one hundred and second class be reduced to \$25 a year. One hundred and third, that the pay of carriers at offices of the one hundred and third class be reduced to \$25 a year. One hundred and fourth, that the pay of carriers at offices of the one hundred and fourth class be reduced to \$25 a year. One hundred and fifth, that the pay of carriers at offices of the one hundred and fifth class be reduced to \$25 a year. One hundred and sixth, that the pay of carriers at offices of the one hundred and sixth class be reduced to \$25 a year. One hundred and seventh, that the pay of carriers at offices of the one hundred and seventh class be reduced to \$25 a year. One hundred and eighth, that the pay of carriers at offices of the one hundred and eighth class be reduced to \$25 a year. One hundred and ninth, that the pay of carriers at offices of the one hundred and ninth class be reduced to \$25 a year. One hundred and tenth, that the pay of carriers at offices of the one hundred and tenth class be reduced to \$25 a year. One hundred and eleventh, that the pay of carriers at offices of the one hundred and eleventh class be reduced to \$25 a year. One hundred and twelfth, that the pay of carriers at offices of the one hundred and twelfth class be reduced to \$25 a year. One hundred and thirteenth, that the pay of carriers at offices of the one hundred and thirteenth class be reduced to \$25 a year. One hundred and fourteenth, that the pay of carriers at offices of the one hundred and fourteenth class be reduced to \$25 a year. One hundred and fifteenth, that the pay of carriers at offices of the one hundred and fifteenth class be reduced to \$25 a year. One hundred and sixteenth, that the pay of carriers at offices of the one hundred and sixteenth class be reduced to \$25 a year. One hundred and seventeenth, that the pay of carriers at offices of the one hundred and seventeenth class be reduced to \$25 a year. One hundred and eighteenth, that the pay of carriers at offices of the one hundred and eighteenth class be reduced to \$25 a year. 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One hundred and thirty-third, that the pay of carriers at offices of the one hundred and thirty-third class be reduced to \$25 a year. One hundred and thirty-fourth, that the pay of carriers at offices of the one hundred and thirty-fourth class be reduced to \$25 a year. One hundred and thirty-fifth, that the pay of carriers at offices of the one hundred and thirty-fifth class be reduced to \$25 a year. One hundred and thirty-sixth, that the pay of carriers at offices of the one hundred and thirty-sixth class be reduced to \$25 a year. One hundred and thirty-seventh, that the pay of carriers at offices of the one hundred and thirty-seventh class be reduced to \$25 a year. One hundred and thirty-eighth, that the pay of carriers at offices of the one hundred and thirty-eighth class be reduced to \$25 a year. One hundred and thirty-ninth, that the pay of carriers at offices of the one hundred and thirty-ninth class be reduced to \$25 a year. One hundred and fortieth, that the pay of carriers at offices of the one hundred and fortieth class be reduced to \$25 a year. One hundred and forty-first, that the pay of carriers at offices of the one hundred and forty-first class be reduced to \$25 a year. One hundred and forty-second, that the pay of carriers at offices of the one hundred and forty-second class be reduced to \$25 a year. One hundred and forty-third, that the pay of carriers at offices of the one hundred and forty-third class be reduced to \$25 a year. One hundred